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 CONFIDENTIAL

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SUPPLEMENT TO
 REPORT NO.

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SOURCE

1. During the month of August 1950, the Reichsbahn income from interzonal passenger traffic amounted to DM 668,518.00 (West) and DM 276,156.70 (East). During this same period, income from 82,598 fares paid for travel by Soviet occupation personnel amounted to DM 241,657.00 (East).
2. There are three daily military passenger trains from the DDR to Brest-Litovsk, two from Berlin, one from Potsdam. The train numbers and scheduled time of departure from the DDR boundary at Frankfurt/Oder are as follows:

From Berlin	No. 7114	leaves Frankfurt/Oder	0628
From Berlin	No. 7116	leaves Frankfurt/Oder	1150
From Potsdam	No. 7102	leaves Frankfurt/Oder	1618
3. On the average there is one military munitions train daily from the U.S.S.R. to the DDR, which enters through Frankfurt/Oder. This train is made up mostly of box cars and is hauled generally to Wurzen or to Zeitz. Military trains used in troop movements to and from the U.S.S.R. are hauled over Kustrin-Kietz.
4. The narrow-gauge line running from Furstenwalde to Beeskow, via Ketschendorf, Petersdorf, Bad Saarow, Saarow-Pieskow and Wilnersdorf, is used every other day for passage of a trainload of munitions from the so-called Muna-Fabrik. This factory lies between Pieskow and Wilnersdorf. The train has a Russian military guard.
5. The Reichsbahn continues to haul regularly loaded cars from the Töpchin powder factory.
6. The Lehrter Bahnhof, passenger station in Berlin, is to be abandoned very soon. The Anhalter Bahnhof, largest passenger station in Berlin, will also be abandoned as soon as the necessary reorganization is accomplished. Both of these stations lie in the western sectors of the city.

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This document is hereby regraded to
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 letter of 16 October 1978 from the
 Director of Central Intelligence to the
 Archivist of the United States.
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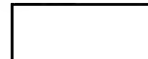
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7. To the list of freight control stations already announced, the station Mahlow is to be added on the freight outer ring. These control stations were established to facilitate the carrying out of the provisions of the DDR law for the protection of the economy.
8. A recent order from the Reichsbahn general headquarters forbids further delivery at the present time of rail construction materials to Western Berlin.
9. On 16 September 1950, the Reichsbahn had on hand 237,300 tons of coal. This does not include the iron reserve which may not be touched without concurrence from the SKK transport officer.
10. A special office is being set up in the Ministry of Transport for the control of tankcars, including those privately-owned. It is expected that one Lauterwald will be appointed to head this office.
11. Under direct Reichsbahn control at present are 10,500 passenger coaches, 7,210 serviceable locomotives and 376 brigade locomotives. It has available at present 291 refrigerator cars for use in importing fresh meat from Czechoslovakia and Poland. About 40 of these are held in readiness daily for loading in these countries.

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